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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VII • Number 2



TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. VII • NOV., 1988 • NO. 2

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

• Club News •

1989 EASTERN CLUB MEET

Your Editor is pleased to announce that, after visiting several potential sites, talking at some length with several people, and giving the business considerable thought, he has come up with firm (or maybe semi-firm) plans for the Great 1989 "Eastern" Club Meet. Before telling you what it's going to be, and where, I will outline the principles I used in coming up with the program.

1. The site must be within a day's drive for a fairly large concentration of members, and accessible from major highways without a lot of city traffic. It must also be close enough to me so that I can arrange and manage the meet — with, I hope, the help of some volunteers — without major difficulty.
2. The meet must include activities that will, or should, be appealing and interesting to a variety of people and tastes. That is to say, it must include something for the ladies that most men will also like. At the same time, there must be at least some opportunity for the men to stand around in a parking lot and yak. (No, this is not a sexist publication, I am simply going by experience.) There must also be some good stuff for kids.
3. The dates must not conflict with any other big Buick or "old-car" events. To the extent possible, bad weather must be avoided, and "bad" includes "hot." For these reasons, and based upon a consensus that emerged from the meeting in Flint and several other conversations, a September 1989 time frame was indicated.
4. The program must be simple, informal, and reasonably self-executing. That is, it must work just as well if five cars show up as it would if fifty or more show



FOUNDED BY DAVE LEWIS



up. There must be no intricate schedules to go haywire. Participants should be able to come in late or join up with the rest at any time.

5. There must be no judging or competitive events; just fun.

6. There must be good lodging and food.

With all these parameters in mind, I have come up with the following.

AGENDA

Thursday, September 14. We will convene at the Roadway Inn of Mansfield which is at the junction of U. S. 30 and North Trimble Road at the western edge of Mansfield, Ohio. (There is also a Knights Inn at the same location.) Mansfield is about mid-way between Columbus and Cleveland. U. S. 30 runs east-west, and is easily accessed from other major routes. There will be no formal events Thursday night. Persons who cannot begin on Thursday can easily catch up with us on Friday or even Saturday.

Friday, September 15. Around 9:00 AM, we will proceed to Kingwood Center, a short drive from the motel (check out before you leave). Now administered by a private foundation, Kingwood was once the country estate of Charles K. King, long-time president of Ohio Brass Company. The Center includes the original mansion, built in the French Normandy style in 1926, stables, greenhouses, ponds with exotic waterfowl, and very extensive gardens (about 47 acres overall). The gardens and grounds are beautiful at all times of the year. If enough people participate, a special tour by the staff may be arranged. Admission is free. A portion of one of the parking lots may be set aside for us, again depending on the level of participation. Even if you are not a garden-lover, you will like it; almost everyone does. You may stay at Kingwood as long as you like. There is at least one good place nearby for lunch (Bob Evans).

In the afternoon, we will proceed from Kingwood to Mohican State Park Lodge. (Approximately 20 miles.) The Park is administered by the Ohio Department of Natural Resources, and has a beautiful lake, lots of trees, views, walking trails, and many other recreational possibilities. The Lodge is done in a "rustic" style with stone fireplace, massive timbers, etc. It has indoor and outdoor pools, tennis courts, games, good food and a lounge (which opens at 5:00 PM). Each bedroom has an outside balcony. In all, it is a very nice place, and perhaps my favorite Ohio park. Friday night dinner is on your own at the Lodge, and will be followed by some kind of a technical presentation or discussion.

Saturday, September 16. In the morning, we will drive to Malabar Farm (about seven miles). Also an Ohio State Park, Malabar was the home of Louis Bromfield, a very popular novelist of the 1920's and 30's. Bromfield bought the place in the 1930's and operated it as a working farm, using his principles of "scientific" or "modern" agriculture, until his death in 1956. In addition to the "Big House," which Bromfield created from the original farm house, there are numerous other buildings, including a house said to be haunted. A tour of the house costs about \$1.50; otherwise there is no charge. A gravel road, if you care to try it, goes to the top of "Mt. Jeez," affording a spectacular view of Ohio rolling countryside. Many of Bromfield's novels were made into motion pictures. Thus his friends in the entertainment business and "Hollywood" were legion, and the house contains many mementoes of them. In fact, it was the location of the marriage of Humphrey Bogart and Lauren Bacall in 1945, and you can see the exact spot where this historic event took place. The furnishings have a decided late 1930's - early 1940's look, which should make them especially interesting to us. Everyone is encouraged to wear "period" clothing for this part of the meet.

Lunch on Saturday may be had at the Malabar Inn, just down the road, which is excellent and moderately priced, although it is a "white-tablecloth" sort of place.

(A group reservation may be made if enough people want it.) Or you may return to Mohican Lodge.

Saturday afternoon is anything you may want to do. Saturday night will feature either a buffet banquet or an outdoor "barbeque" at the Lodge, again depending upon the number registering. Dinner will not be followed by a speech, but there may be a door prize or two.

Sunday, September 17. Depart for home.

REGISTRATION

There will be a registration fee of \$25 per car and one person, plus \$20 for each additional person. This will cover the cost of the Saturday night "banquet," the photos, a meeting room at the Lodge, and miscellaneous expenses incurred by the Club. No fee, no photo, no food. No exceptions. A form appears in this issue, and will appear in subsequent issues.

MAPS, INSTRUCTIONS, TICKETS, ETC.

Instructions, maps, brochures, banquet tickets, etc. will be mailed to registrants next July or August.

LODGING

Since I have no idea how many people will participate, I have not attempted to negotiate any discount lodging rates, and it appears that Mohican Lodge does not give them in any event. The Rodeway and Knights Inns at Mansfield have the usual rates for such places.

The rate for a two-person two-bed room at Mohican Lodge is approximately \$80 per night. I know this seems high, but once you see the place and what it offers, and the beautiful setting, I believe you will agree that it is worth the money.

You must make your own hotel reservations at both the Rodeway Inn and the Mohican Lodge. For Mohican, it is extremely important that this be done as soon as possible. The place fills up fast, and there is no other motel just down the road to fall back on. (A deposit will be required.) I cannot emphasize this too strongly. Do not wait until next summer, because if you do, you will be left out. You can always cancel if necessary. Do it now. When you call Mohican, please say that you are with the 1937-1938 Buick Club.

Rodeway Inn: 500 N. Trimble Rd.
Mansfield, OH 44906
419/747-1000

Knights Inn: 555 N. Trimble Rd.
Mansfield, OH 44906
419/529-2100

(for Thursday, September 14, 1989)

Mohican Lodge: R. D. #2
Perrysville, OH 44864
419/938-5411

(for Friday and Saturday, September 15 & 16, 1989)

FEATURES

Every participant will receive gratis at least two 5x7 or larger color photos of his car against an attractive, interesting background: one at Kingwood and one either at Malabar Farm or at Mohican Lodge. (Obviously, you'll get these after the meet.) So that the Editor does not have to spend all his time behind a camera, two or three volunteers — preferably accomplished photographers with good equipment — will be needed.

As noted above, there will be some kind of a technical "panel discussion," or "roundtable," or something, on Friday night. In truth, I have not doped out yet exactly what form this will take.

I reviewed several possibilities with my wife, and she agreed that the meet described above is a Good Plan and one that everyone will like. That settled it. The only thing I don't like about it is the cost, but I could not come up with anything cheaper that I thought was anywhere near as good. I think it will be a Terrific Event, and hope many of you will come. If you don't, it will be your loss. So, mark your calendars and make your reservations now.



Many people who give names to Buicks seem to prefer names beginning with "B." Bill and Karren Schaeffer (#622) of Costa Mesa, California show us "Betty," their '37 Century plain-back (Model 67).

1989 "WESTERN" CLUB MEET

Bill Schaeffer (#622) has sent a questionnaire to members on the West Coast concerning a possible 1989 Club Meet in California. If you have not done so, please respond. If you did not receive this questionnaire and think you could attend a California meet in 1989, write or call Bill (2681 Riverside Drive, Costa Mesa, CA 92627; 714/631-1912).

PENNSYLVANIA SHOWS POSTSCRIPT: The "unidentified but very nice-looking '37 Special convertible sedan" pictured on page 8 of the last issue is actually a Century, and belongs to new member Dave Brady (#720) of Emmaus, PA. I inadvertently spelled Dave's name "Bradt" in the last issue's "New Members" column, for which I have been duly chastised and have duly apologized. (You will note, in inspecting a typewriter keyboard, that the "T" is right next to the "Y".) The "vintage fog lamps" are Lorraines, and are stamped "Pennsylvania Approved 1937." Now that is authentic detail, folks! The car has an AACA National First (1985).



FOUR-DOOR CONVERTIBLES

Several people responded to my questions (p. 8 of the last issue) on the differences between 1937 40 and 60-series convertible sedans and their 80-series counterparts. The three differences I had in mind — all of which can be seen in the photo — are these:

1. Roadmaster has rear doors hinged at the front.
2. Roadmaster windshield is a different shape.
3. Roadmaster does not have the "BUICK" monogram on the sidemount covers; this is common to all 80 and 90-series cars, not only the four-door convertible.

There are of course numerous other differences: for example, the 40 and 60-series convertible sedans are both "plain-backs" whereas the Roadmaster has a "trunk-back"; indeed there is no '37 80 or 90-series "plain-back" model.

The unique feature of the '37 Roadmaster convertible sedan (model 80-C), found on no other '37 or '38 Buick, is the rear doors: they are hinged on the center pillar. All other models have "suicide" rear doors, hinged at the rear. If one looks back at 1936 and earlier years, it is seen that all the Buick four-door convertibles were made this way, whereas all closed four-door models had rear doors hinged at the rear. However, doors on the 1938 model 80-C are the same as on the closed cars. This last fact, plus our knowledge of Fisher bodies, points toward an explanation: it seems that the unique feature of the '37 80-C — the rear doors — must be a function of the "composite" or wood-framed body.

For the benefit of newer members, let us back track a moment. All Buicks through the 1936 model year have "composite" bodies: that is, the basic structure of the body shell is made from numerous shaped pieces of wood (probably oak or ash), intricately and precisely fitted and joined. Over this wood frame is attached the metal "skin." For 1937, Fisher produced its first Buick all-steel bodies for the Special and Century models (except for trim, Special and Century bodies are the same from the cowl back). The composite body was continued, however, on the Roadmasters and Limiteds. Indeed, these bodies are 1936 from the cowl back. Whether this was done because it was still believed that the wood-framed body was better for limited-production prestige models, or because the "Unisteel" engineering for the larger cars could not be completed in time, is not clear. In any event, all 1938 Buicks had "Unisteel" bodies — although 80 and 90-series cars had wood door sills — and a 1938 Roadmaster looks very different from a 1937.

1937 SOC: BOB CARSON



Prize-winning 1937 Roadmaster convertible sedan owned by Bob Carson (#571) of Sheridan, Wyoming -- the former owner of my own 1937 Roadmaster. When I visited Bob in May 1987, this car was "in process." It came out nicely, and Bob thanks the Club for all the help with information and parts. The convertible won AACA First Junior and First Senior awards in 1988.



All convertible bodies tend to flex more than those of closed cars, because of the absence of the stiffening provided by the roof. (Thus Buick convertibles had thicker frames.) A moment's reflection will indicate that a four-door convertible body will flex more than a two-door. Indeed, it is so difficult to mount a four-door convertible body on its frame, and align the doors and trunk lid accurately, that at least one member has performed a "ground-up" restoration on such a car without ever divorcing frame and body. The wood-framed body will likely flex more than the all-steel body, especially after it has aged and "worn in" a bit.

One consequence of body flexing in four-door convertibles is the unnerving tendency of some — or even all — of the doors to fly open when the car is driven over uneven ground (e.g. a railroad grade crossing) unless door alignment is perfect and the body is tight. I am not making this up, folks, it really happens. A front-hinged door coming open with the car in motion will tend to hang in a slightly-open position, unless one is leaning into a violent turn or something, whereas a rear-hinged door will tend to open wide, possibly damaging itself and presenting some peril to occupants of the rear seat. Thus, Olson's Theory of Doors: the rear doors of a 1937 model 80-C (and all earlier wood-framed four-door convertibles) are hinged at the front to minimize problems associated with body flexing and unexpected unlatching. It does not seem to me that the center pillar on a four-door convertible provides a stronger point of attachment for the rear door than would the rear quarter of the body; indeed, the opposite is probably true, and thus this cannot be the explanation.

In any event, the rear doors of 1938, 1939 and 1940 four-door convertibles are hinged at the rear, just as is the case with all other models in those years. Presumably, it was decided that the all-steel body would make this configuration successful. In 1941 and ever after, rear doors on all models were, and are, hinged at the front.

Anyone who has a different or better Theory of Doors is encouraged to write. One member almost certain to do so is Daniel B. McLaughlin (#466); this is the sort of question Dan just loves. I promise your commentary will be given equal time, Dan, if you disagree with me, which seems likely. Perhaps Dan, or someone else, can also give a plausible explanation of why "suicide doors" are called such.

To exhaust — at least for now — the subject of four-door convertibles, two additional observations. First, the 1937 model 80-C could be had only with sidemounts, whereas the two Roadmaster closed sedans (81 and 81-F) came either way. (Incidentally, does any member besides me have a '37 Roadmaster without sidemounts?) Second, Buick called them "phaetons" or "convertible phaetons." Oddly, the manuals and parts books call the Special and Century models "Convertible Phaeton - Plain Back" (1937) or "Convertible Streamline Sport Phaeton" (1938), while the Roadmasters are called "Four-Door Phaetons". You may have noticed that I avoided the word "phaeton" in the preceding discussion, using instead "convertible sedan" or "four-door convertible." Everyone is entitled to a few quirks, and, dear readers, this is one of mine. In my view, the cars are not "phaetons," since that term is properly applied only to four-door cars having folding tops and not having roll-up glass windows. Moreover, "convertible phaeton" is redundant: all "phaetons" must a fortiori be "convertible." Some literature calls the cars "all-weather phaetons," which is better although somewhat self-contradictory. "Convertible sedans" is what they are, and that is what I am going to call them. (McLaughlin is requested not to write about this unless he wishes to change the opinion he expressed once before.) And that is enough about that.



CONVERTIBLE TOP WINDOWS

Based upon all the research done in 1986 and 1987 by Jack Shepherd (#138) and John Steed (#132), I thought we had the subject of convertible top rear windows pretty well figured out. (The question, for those of you who joined later, was what shapes and sizes are correct. The answer was semi-complex. See Vol. VI, No. 3, pp. 8-11.) Establishing once again the validity of Olson's Third Law — Generalizations Are Dangerous — and Olson's Fourth Law — Perfect Authenticity is Permanently Elusive — Gary Stafford (#588) sent me from California a note containing a diagram of the window in his 1937 Century convertible coupe. Gary believes this to be original. It is rectangular in shape and measures 24 3/4 by 7 1/2. This is very close to the window John decided was the "intended" window for 1938 phaetons, and considerably different from the shape he concluded was "intended" for '37 coupes. The mystery is still with us.

HAVE A QUESTION?

A more-or-less regular feature of this publication in the past was "Questions." Questions sent in by members, and deemed of general interest by the Editor, were answered in print, the answers being drawn from the collective general knowledge and experience of Dave Lewis, Bob Pipkin, and anyone else the Editor thought might contribute. This feature was not only informative in itself; in addition, the questions provided the seeds of several articles and studies. In recent months, the questions have been few and far between, and confined mostly to odd and narrow little points (e.g., what's the right part number for '37 60-series master cylinder?). Therefore, there has been no "Questions" column for some time.

Are you bothered, befuddled, bewildered about something? Need advice? Send your questions to the Editor. If I don't know the answer, I'll find someone who does. All questions will be answered (I hope within 30 days), and those considered to be of sufficient general interest will appear in the "Questions" column. The Editor and his various "consultants" are here to help you, but we won't know what you need unless you tell us.

"Questions" returns in this issue with one from Wally Aiken (#663) that I found easy to handle, the answer being nicely set out in a Dealer Service Bulletin.

THE GOOD OLD DAYS?

On the reverse side of a newspaper ad for the '37 McLaughlin-Buick, sent to me by Dick Parkes (#169) from British Columbia, appears an ad for the Hudson's Bay Company store in Vancouver, B. C. Here is a selection of Hudson's Bay prices:

Sirloin steak - 33¢/lb.
Pork chops - 27¢/lb.
Stew beef - 10¢/lb.
Carrots (bunch) - 5¢
Seagram's whiskey - \$2.75

Peanut butter - 11¢/lb.
Canadian cheese - 19¢/lb.
Corn flakes - 6¢
Coffee - 25¢/lb.
Burnett's gin - \$2.25

Bear in mind that those are Canadian Dollars, worth more in those days (I think) than Yankee Dollars. An elderly lawyer of my acquaintance says he never lived better than in 1936, when \$15,000 per annum got him two Buicks, a live-in maid and cook, a country-club membership, and numerous other indicia of the good life. My old man, however, probably made sixty bucks a week. Were the "old days" good or bad? Depends on your point of view, I guess. One thing's sure, though: 50 years ago you got to keep a lot more of what you made; that would suit me.

A HAPPY COINCIDENCE

New member John Macmillan (#725) of Los Angeles sent me this note:

"In 1958, at age 16, I bought my first car, a 1937 Buick Century four-door sedan, which I drove for seven years, until the rear end went. Always loved that car! Recently, I decided to find another, and bought one sight unseen in Colorado. I flew in, bought the car in the dark, and started for California. After arriving in L.A. I began to tinker with it and — unbelievable! — discovered it is the same car I bought at age 16. Needless to say, I must now do a ground up restoration."

Now this is one hell of a story, folks, and — I might add — John is one intrepid car buyer. Do not sell it, again, John, this can't possibly happen twice.

— Bill



● FRONT COVER ●

The cottonwoods are turning yellow as Mike Braden (#572) rolls his 1937 Limited through the Montana autumn. If that bridge has a steel deck, I'd be surprised, 'cause I can just hear rumble of the oak planks. Likely far older than the car, the bridge is a "Pennsylvania Truss" (named for the railroad), a type of span used on thousands of railroad and highway crossings throughout the nation from 1875 until well into the Twentieth Century.

Mike Braden's 1937 Limited



Side view of Mike Braden's car shows clearly the '37 Limited's unique lines: seven inches longer and one inch higher than the Roadmaster.



Mike says this car was sold at a police auction in March 1962 for all of \$14.00 (yes, fourteen). Three years later, Mike's father bought it for \$1.00 (One Buck!). As one might expect, the car was a bit rough at the time. Nevertheless, that's one hell of a deal.



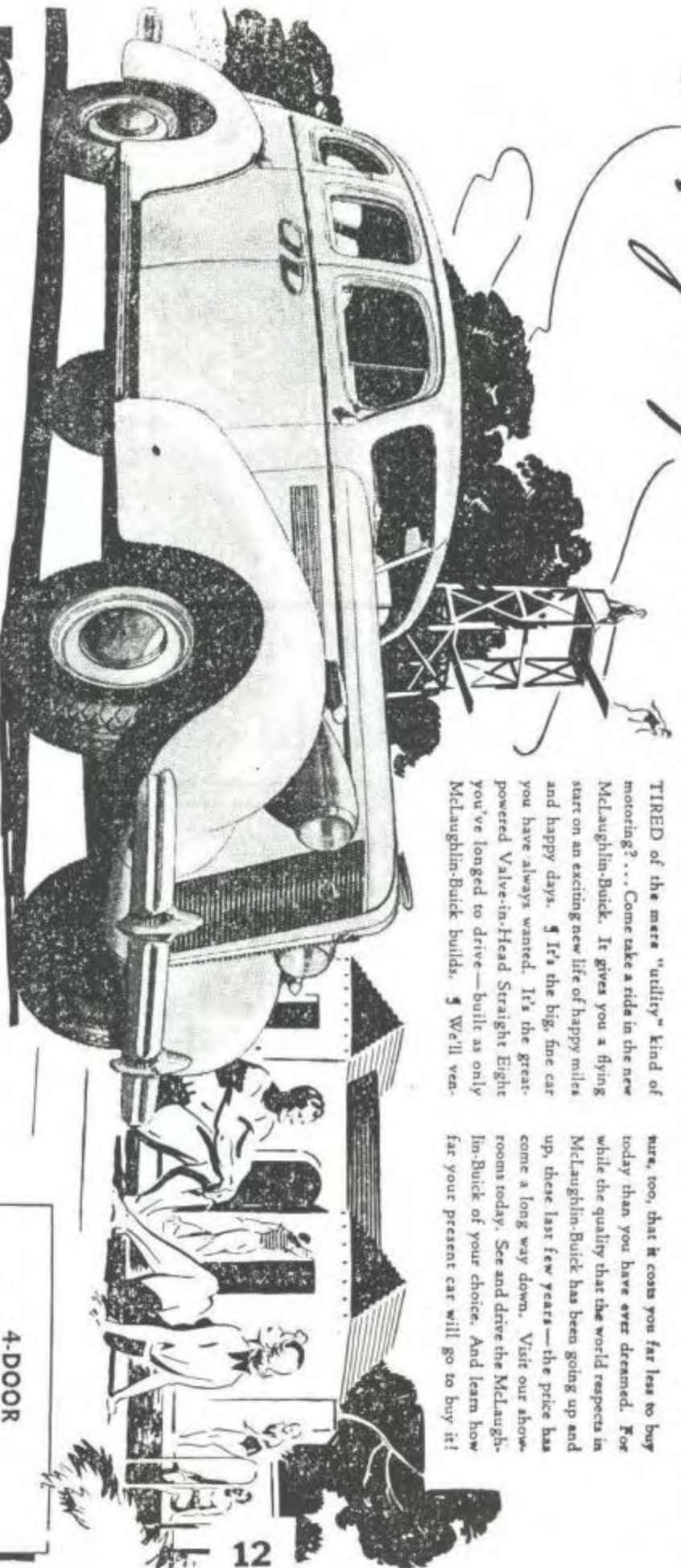
Front interior view shows that Mike has the same problem I do: it is almost impossible to make the carpet lie flat along the door sill. The rumpling comes from picking it up to check the master cylinder. I, for one, think putting master cylinders on the firewall was a big improvement (same with batteries under the hood).



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TECHNICAL TIPS



ENGINE REBUILD POSTSCRIPT: PISTON-CYLINDER CLEARANCE

The following report from Harry Logan (#651) shows, once again, that good advice comes from this publication.

"My '38 Century coupe was in nice cosmetic condition, but the engine made loud noises. I figured it was the number 7 cylinder, because the noises dropped noticeably in volume when I shorted out that spark plug. Probing with a stethoscope also indicated the loudest noise in the number 7 cylinder."

"The culprit was the number 7 piston. It had four one-inch-wide score marks running from the skirt up the piston. The engine had been rebuilt 4,000 miles ago, but the number 7 piston had been fitted too tightly. If the rebuilder had followed Bob Pipkin's advice (see Vol. VI, No. 8, p. 15) or the "Technical Tips" section of a recent Buick Bugle issue (Sept. 1988), I would not have had this problem."

I have heard reports of re-bores done by so-called "machinists" where each cylinder came out with a different dimension, the owner discovering the mess only after a few thousand miles of break-in (in some cases literal "break"). Such performance is hack work of the worst kind. It behooves everyone to select machinists (or any other "contractors") carefully, to understand and supervise the work they do to the greatest extent possible, and to emphasize that precision is no less necessary simply because a car is 50 years old.



Engine Rebuilding-Part 6

Manifolds

ARTICLES AND PHOTOS BY PAUL B. CULP

Engine breathing may sound basic but many hours have been spent to tune this into the best compromise that automotive engineers can achieve.

Cast-iron intake and exhaust manifolds work in concert on a high-performance stock engine like that on our Buicks. Let's address the different functions:

The intake manifold provides the passage through which the air and fuel mixture travels from the carburetor to the intake ports in the cylinder head. Intake manifolds are heated to assist in the vaporization of the gasoline in the mixture. This heat is supplied from the exhaust gas, deflected by a thermostatically-controlled valve towards the area below the carburetor mounting. Buick described this as "Automatic Heat Control":

"This unit quickly warms up the intake manifold riser in cold weather operation and maintains efficient mixture temperatures in the manifold under all driving conditions. It pre-heats and vaporizes the in-rushing gas which in turn gives better engine performance and economy of operation."

Principles of good intake manifold design require that the path from the carburetor to the cylinders be as short and smooth as possible so as to give the fuel a minimum opportunity to condense and collect on the manifold walls. In an optimally-designed intake system, the distance of each of the cylinders from the carburetor is approximately the same. This, of course, is impossible to achieve in a single carburetor straight eight. (Another reason to go to the V-8 design.) Another feature of the intake manifold is the "Automatic Idle Control." The 1938 Buick Owner's Manual describes the Automatic Idle Control as "A feature on all Series of the 1938 Buick." This unit, which is thermostatically operated, furnishes a fast idling speed for a cold engine and a normal idling speed of 7 to 8 miles per hour for a warm engine. This feature greatly contributed to the ease of cold weather starting by insuring correct idling speed under all operating temperatures!

The 1938 Buick saw the elimination of the starting vacuum switch on the manifold. In 1938 and later years, the starter switch is mounted on the carburetor. In either case, in conjunction with the foot throttle and carburetor, this switch cuts out electrical current to the starter once the presence of engine vacuum (from cranking) opens the contacts in the switch housing. The mounting boss of the 1937 vacuum starter switch is still on the 1938 intake manifolds. To use the newer manifold on the older car one would simply drill and tap a $\frac{1}{4}$ " pipe thread in this location. Once the fuel is mixed

with air in the carburetor at an air-fuel ratio from 15:1 to 17:1, the intake manifold passes these gases to the combustion chamber on the intake stroke. The compression stroke and the power stroke are followed by the exhaust stroke which clears the gases for another round.

The exhaust manifold plays its part in this symphony of mechanical order. This manifold collects the exhaust gases from the exhaust ports of all eight cylinders--one at a time, unless there are burned exhaust valves--(this will be addressed in a future article)--and conducts them from each end of a central exhaust passage. Exhaust manifolds are designed to avoid as much as possible the overlapping of exhaust strokes, thus keeping back pressure to a minimum. This is often done by dividing the exhaust manifold into two or more branches so that no cylinders will exhaust into the same branch at the same time. Back pressure is reduced also by designing the exhaust manifold with capacity ample to eliminate any restrictions to flow, and by providing large radius bends.

The exhaust manifold on the 40-series engine is a one-piece casting. On the large series engine, however, the manifold is made in three parts, chiefly because of its larger size. The two end pieces fit into flanged openings in the center section, allowing movement during expansion and contraction. (Exhaust manifolds get very hot.) In both engines, the center portion of the exhaust manifold is connected to the intake manifold through a heat trap and exhaust damper. This is the Automatic Heat Control, as described earlier.

The damper in this housing is controlled thermostatically to deflect hot exhaust gas (approx. 1200°F.) upward and around the intake manifold when the temperature of the engine is below a predetermined value. This heat control valve is offset, that is it is longer on one side of its shaft than on the other, which allows exhaust gas pressure to force the valve open when the engine is operating under wide open throttle conditions.

The Buick Shop Manual describes the "Heat Control Thermostat" as a bi-metallic strip wound so as to form a coil around the heat control valve shaft, with the inner end inserted in a slot in the end of the shaft. The outer end of the coil is hooked around an anchor stud in the valve body. Setting of the thermostat should be approximately one-quarter turn wind-up at 70°F., causing tension to be applied to the damper valve, holding it in the "heat on" position and forcing exhaust gases through the heat jacket. Heat conducted by the damper valve shaft to the thermostat causes it to unwind, reducing tension on the damper valve, which allows the valve to be forced by exhaust gas pressure, toward the "off" position. The thermostat is also controlled by temperature of the fan air blast. This makes the heat control vary with outside air temperatures. The exhaust manifold also supplies heat to the automatic choke through a riser or "stove." When the heat is sufficient to completely open the choke, it is entirely out of commission insofar as car operation is concerned. More information on this and other features are found in Section #6 of your Shop Manual.

In my engine rebuild project, actual work proceeded as follows:

The manifolds were removed at the time of the initial tear-down. Due to accumulated rust, they generally come off in one piece rather than three. First, the intake was separated from the exhaust. The cast iron is old and brittle and much care is required. A liberal amount of penetrating oil was applied to ease the process; nevertheless, two exhaust manifold bolts broke off next to the heat control housing. These had to be drilled out and retapped. Finally, the three pieces of the exhaust manifold were separated. The center section indicated signs of cracking, a typical problem with the large series



Two views of '38 large engine intake and exhaust manifolds put together. Note that the head has eight exhaust ports, but each cylinder's intake port is doubled with a neighbor, so that there are four intake manifold branches.



engine. Nevertheless, I decided the center section could be re-used. In many cases, portions of one or both of the flanges will be found to be broken off or severely cracked. As the engine ages, carbon tends to build up in areas where the flanges overlap the end pieces. This, and metal fatigue, can result in uneven expansion and contraction around the flange, leading eventually to breakage. Small cracks may be successfully welded, although welding cast iron is a tricky operation and is usually better avoided.

Fortunately, a good reproduction of the center section is available from several sources. (Bob's Automobilia carries these, as well as Dick Boyer, 230 DeGuy Ave., Hanover, PA 17331.) If there is any doubt, it is probably wise to purchase the reproduction. In most cases, some machine work will be necessary to fit your old end pieces into the new center section. This is generally done by truing the end pieces, but it is also possible to remove a little metal from the inside diameter of the flanges. Which is done depends on the condition of the end pieces and the machine tools available. In any event, the job is finished up with lapping compound. The parts should have an even slip fit by hand. Too sloppy a fit will permit exhaust gas leakage. They are put together using an anti-seize compound (I used Bostik's "Never-Seez").



Manifolda est omnis divisa in partes tres. As the Stromberg carburetor and all of Gaul, the large engine exhaust manifold is also in three parts. (The 40-series manifold is one piece.) The flanges on the center section tend to crack and break with age. Fortunately for us, the center section has been reproduced.

Having finished all repair work, I sent the intake and exhaust parts out for sandblasting to restore a natural appearance. A high-temp black enamel type of manifold paint was applied. This was acquired from Bill Hirsch. (Editor's Note: I do not agree with Paul's use of the black paint here. The intake manifold and heat riser valve body should be finished with the same "engine green" as is used on the block, valve covers, etc. If you want to be totally authentic, the exhaust manifold should be left unpainted, since that is

what was done originally. If you object to an oxidized surface, the exhaust manifold, as well as the pipes, may be painted with Eastwood high-temperature stainless steel finish. This is acceptable in AACA judging. I would take points off at a Buick show for black manifolds.)

One final note: Thickness of intake exhaust mounting flanges can vary. If the variation is too great, the bolts and washers which thread into the cylinder head cannot effectively tighten the manifolds equally to the head. This too requires a machine shop to resurface these areas.

Installation begins by having all moving parts (fast idle, heat control, springs) functioning. Apply a paste of anti-seize compound and penetrating oil into these locations. Next, soak gaskets in water so as to expand them, and be sure to install the four large spacers under the intake manifold to head location. Following the Buick Shop Manuals will complete your undertaking of this operation.

Having all of these components fitted in good order will insure a quiet engine, maintain proper carburetor performance, and keep the engine at normal operating temperature. This all adds up in this hobby to having fun!



Back view of intake manifold and heat control valve body. Exhaust gas passes from exhaust manifold through valve body to exhaust head pipe.



Pilot ring and gasket between large engine exhaust manifold and heat control valve body. For some reason, the ports in the two pieces do not match exactly; thus the necessity for the ring. The recess in the manifold section into which the ring fits is machined slightly off-center.



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QUESTIONS



QUESTION: I am planning to replace all the wiring in my '37 Special, and think it might be easier if I could remove the dash panel. There is nothing in the Shop Manual on how to do this. Can you give me some help?

ANSWER: Fortunately, there is a good 1937 Dealer Service Bulletin that goes through the procedure step by step. The Bulletin is reproduced below. The primary focus of the Bulletin is repair of damage to the finish of the panel. Thus, it also serves to tell us how the "woodgrain" used in 40 and 60-series cars, and the "decoration" (I use that for want of a better word) on the raised panels in '37 80 and 90-series cars, was originally applied. (Several articles on dash panel treatments — which we found varied considerably among years and models — appeared a few years ago.) Owners of '37 80 and 90-series cars should also note from the Bulletin that the dash panels in these models cannot be removed.

SERIES 40-60

INSTRUMENT
DASH PANEL FINISHING
'37 MODELS
ALL SERIES

The Instrument Panel is a separate steel plate unit, secured in place with self-tapping screws. The lower edge is insulated from the front end frame with a strip of Protection Tape, No. 139-X, to prevent squeaks at that point. The upper edge lies along the windshield aperture and the screw heads at this point are concealed by the windshield garnish moulding. Insulation at the upper edge is provided by the windshield sealing compound which has a tendency to work under the panel and act as a silencer.

In production, the finishing decalcomania, or transfer, is applied to the sheet of steel before the instrument panel is stamped out. After coming out of the die, the panel is oil sanded and sprayed with clear lacquer to bring out the lustre.

BPS 2.81
PAGE 38

Only scratches or small cuts can be successfully repaired. For this touch-up work, the dealer can mix up a paint that will match the color of the panel, or he can obtain the exact color by ordering Prima Vera Grain N-150 from Ferbert-Schoerndorfer Co., Cleveland, Ohio.

If any considerable area of the surface has been marred, two courses are open to the dealer. First, if acceptable to the owner, the entire surface of the panel may be cleaned off to bare metal and the panel primed and finished in an appropriate shade of Duco. Second, the entire panel may be removed and replaced with a new panel ordered from the Factory Parts Department as follows:

<u>Group No.</u>	<u>Part No.</u>	<u>Name</u>	<u>For</u>
10.230	4078246	Inst. Panel	40-60 - Less Convertibles
10.230	4078255	Inst. Panel	40-60 - Convertibles only

Note that Transfer (Group 10.261 - Part No. 4075399) can be supplied by the Factory Parts Department but, since the panel must be removed from the body in order to apply the transfer properly, it will usually be found more economical and more satisfactory to install a new panel.

To remove the Instrument Panel proceed as follows: - (See Fig. 40.)



Fig. 40

1. Remove rear view mirror and windshield garnish moulding.
2. Remove door weatherstrip fastenings from floor to top of windshield in order to bend weatherstrip out of the way.
3. Remove glove box door and place in glove box. Remove glove box screws.
4. Disconnect hand throttle control cable at carburetor.
5. Remove light switch knob from panel. (It is unnecessary to disconnect the wires.) First unhook control button from switch and then pull out of panel. With an Allen wrench remove bezel which holds light switch against panel. (See Fig. 12-37 in Shop Manual.)
6. Remove cigar lighter wire connection.
7. Remove map lamp from panel. Remove bulb and socket from shield. The wire and socket base may then be pushed through the panel opening.
8. Remove radio control knobs by loosening set screws. Remove control bezels and lock nuts. (It is unnecessary to remove the radio.)
9. Remove two screws holding cowl ventilator control.
10. Remove steering column bracket screws at panel.
11. Remove all screws holding instrument panel to the sub frame.
12. Slide panel out slightly and unhook wiper control which will complete the disassembly. (It is unnecessary to disconnect any part of the instrument cluster as this is fastened to a sub frame.)

SERIES 80-90

The Instrument Panel is an integral part of the front end frame assembly and is finished as follows:

The panel is primed and coated with Duco No. 202-52341, Lustre Light Gray Medium. The embossed or raised sections are then covered with Transfer Cement FS-1017 (DiNoc 1169), which may be

obtained through the Factory Parts Department. While this cement is wet, Transfers (Group 10.261, Part No. 4075400 Right Side -- Part No. 4075401 Left Side) are immersed in water and put in place on the panel. A rubber pad is used to smooth out the transfers, after which the paper backing is peeled off and any remaining wrinkles smoothed down with a sponge. Any air pockets should be pricked open and smoothed down. A sharp knife should be used to trim out the Transfer in the Instrument and Glove Compartment openings and the edges carefully pressed down around the openings. After drying, the panel is oil sanded lightly and sprayed with clear lacquer.

As with the Series 40-60 Panels, small scratches on the surface of the transfer can be repaired, but if the damage covers an appreciable area, it is advisable to replace the transfer, or clean off the entire panel down to the bare metal, re-prime and finish in a shade of Duco acceptable to the owner.

FLAT RATE OPERATION

Replace Instrument Panel Outer Shell, 1937 - 40-60	Hrs. 3.0
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QUESTION: I obtained a NOS voltage regulator to replace my old '37 regulator which had burned out. The NOS unit has four terminals, whereas the old one had five. How is the four-terminal unit to be wired up?

ANSWER: Trouble was experienced with the five-pin regulator in 1937 and Delco brought out an improved unit (part number 1118213), used on several GM cars of the period. The newer unit has four pins, or terminals. According to the original instructions:

"When replacing a five terminal regulator, remove the regulator 'IGN' terminal to ignition switch lead. If lead is in harness, cut off the lead as close to the harness as possible, then tape the wire end to the harness."

The four-terminal regulator is in my opinion authentic for all 1937 and 1938 cars, since it is a factory replacement item that was available and was presumably installed in many cars in the late 1930's. The reason for failure of the first regulator should be investigated before a NOS unit is installed and itself ruined: at a minimum make sure your generator is working correctly.



Five-Passenger Four-Door Streamline Sport Sedan

MODEL 67

Running Board Fix • by Lewis Cohen

My 1937 Buick Roadmaster is a very decent original 69,000 mile car that appears to have been well maintained over its 51 year life. But time takes its toll especially in the area of rubber, and its running boards were definitely in need of some help. The rubber had age cracks in it and the leading edge had separated in 2 places with a hole right down to the metal core. While mulling this over one night and thinking about the cost to have a new set made (I understand it is around \$1,000), I decided to take one off the car and see what I could do with it. What did I have to lose? I thought I would share the technique and results with the club members as I am very pleased with the outcome.

First, I removed the unit from the car and then disassembled the 4 mounting brackets from the unit and the stainless trim piece. The underside was filled with the expected caked dirt and scale of the years so I cleaned it up with a wire brush on the metal ridges and wet sanded. Next I metal prepped the underside and then primed it and gave it a final coat of semi-gloss black. The same with the 4 mounting pads. After sealing off the underside with paint, I turned to the rubber.

How and what to do about those cracks and the hole? I used NAPA Seam Sealer #4323 (Black) made by Martin Senour Paints. This comes in a standard caulking tube. It flows out nicely, can be easily tooled and wet sanded, and dries in 20 minutes. I built the hole up to the surrounding area and it cannot be seen to have ever existed. This is basically an add material, wet sand, add more material process just as if body filler were being worked with. Wet sand with 220 or 180 and it will blend very nicely. When dry, it's a grey black color and contrasts with the darker black of the original mat. I used Plasti-Dip (Black) a liquid rubber type solution to paint the entire board. It's about \$8 from PDI, Inc., 3760 Flowerfield Road, Blaine, Minnesota 55434. Thin it as needed with a good lacquer thinner and put it on with a fine brush. It dries streak free and has the rubber look.

If your stainless trim is bent or dinged beyond hope, reproductions can be had for \$100 a set from Buick Restoration Services, P. O. Box 442, Perry, Michigan 48872. They're excellent quality. Mounting Clips are included.

The result of all this was a very nice restoration utilizing about 10 hours of my time (1 board) and \$20 in materials (not counting the stainless). The trick is to take your time, and of course, you have to enjoy this kind of work!

If you are feeling flusher than Lewis Cohen, a superb job of running board restoration can be had from

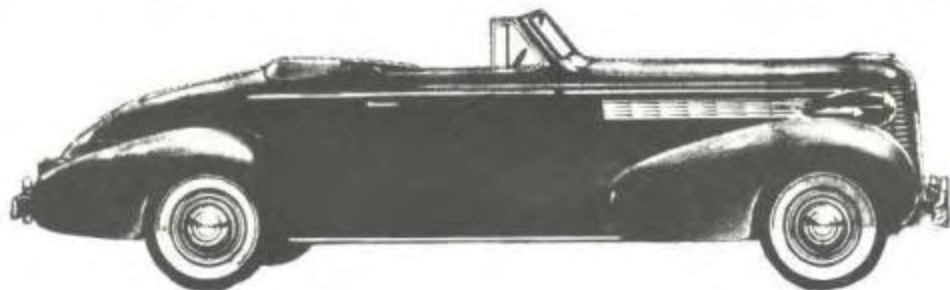
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Hundley can do all series. Write to him for prices and shipping instructions. (These are not covers; the rubber is vulcanized to the steel core just as in the original; thus you must send the cores.) Mine cost \$670, not including stripping the old rubber and sand-blasting the steel, so as Lewis says this is the expensive way. If yours are not bad, try his method.

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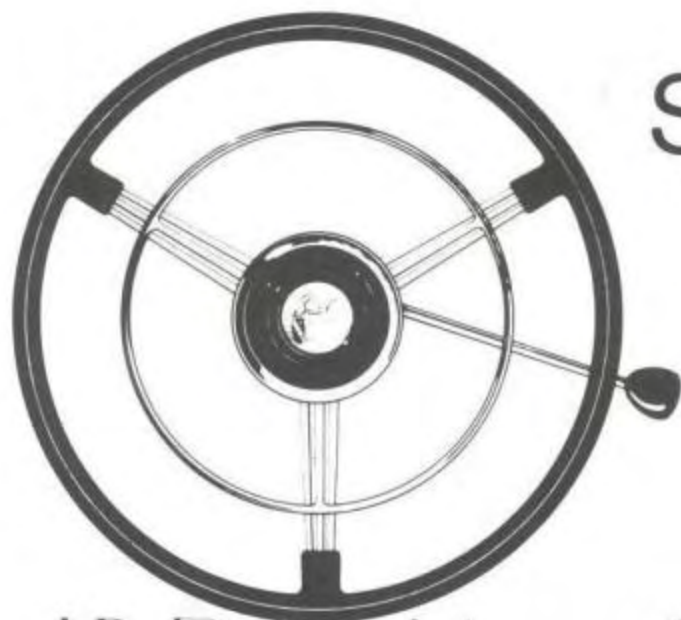
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The following parts are for '37 or
 '38 40-60 series;

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